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CENTRAL INTELLIGENCE AGENCY

REPORT NO. **INFORMATION REPORT**CD NO.

COUNTRY USSR (Leningrad MD)

DATE DISTR.

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SUBJECT Airport South of Leningrad

NO. OF PAGES

2

PLACE ACQUIRED NO. OF ENCL. (LISTED BELOW)

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DATE OF INFO. SUPPLEMENT TO REPORT NO.

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SOURCE

1. Location and installations: See Annex.
2. The landing field extended along the road for about 9,000 feet, but its E- extension was probably much greater. An area 10,000 feet square had recently been drained so that the field was serviceable in all weather. The drainage work was being continued. The 5,000-foot runway with a concrete surface about 8 inches thick, was being extended in April 1949. The concrete mixture was first in the ratio of 1:6, later in the ratio of 1:3. The 1,800-foot concrete taxiway in front of the hangars was being extended toward the southeast.
3. Of the three destroyed hangars, one had been almost completely reconstructed (dimension: 100 x 135 x 50 feet). A hangar delivered from Germany, 100 x 165 x 35 feet, was being set up. The two other hangars were scheduled for reconstruction.
4. The aircraft were fueled with lead gasoline with the octane rating 87 .
5. The following navigating and signal equipment was available:
 - a. Night landing facilities: Boundary lights: neon quartz lamps red-white, red obstacle lights, white landing strip, red boundaries of landing strip.
 - b. Radio station and radar station: The DF station was located at the extension of the runway (see Annex). Guide beam beacons. Some masts were 10 feet high, the two main ones about 90 feet high. The DF station in the administration building had rod antennas. The Zenthra radio station with 25 masts and 10 rod antennas 10 feet high and the Hajak station were large receiving and transmitting stations to cables about 35 inches underground.

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d. There was a telephone switchboard in the administration building.

6. The drainage system of the field had an incline of 10 feet from the runway to the pumping station; this station had two large electric pumps which pumped the water to a water station.

7. Flying: At least 12 commercial aircraft arrived each day from every direction. Approximately the same number took off again. Douglas twin-engine aircraft with radial engines were almost exclusively seen. Large aircraft with dual landing wheels and nose wheel have been observed in increasing number since mid-1948.

25X1A Comment:

a. The setting up of a German hangar may be considered confirmed since equipment dismantled at the BERLIN-TEMPELHOF Steffens & Noelle Firm was previously observed at the field.

b. The utilization of lead fuel appears credible. According to available information, the Soviets use aviation gasoline with octane ratings of 85 or 86. Of modern installations at this airport, the up-to-date traffic control service was previously pointed out. The use of DC-3s (LI-2) and of IL-12s as airliners can also be considered confirmed.

c. The presence of four-engine bombers mentioned in a previous report was not observed. However, the reported expansion of the field, observed since April 1949, may be considered as a partial confirmation of the previous report.

1 Annex: Airport South of LENINGRAD~~SECRET~~

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